

## 2.0 MCAS MIRAMAR LAND USE

### 2.1 Location and Environmental Setting

MCAS Miramar is located approximately 13 miles north of downtown San Diego and 4 miles east of the Pacific Ocean (Figure 2.1a). The MCAS Miramar property is about 12 miles long from east to west and about 4 miles from north to south encompassing 23,015 acres<sup>1</sup>. State Route 52 and Interstate 805 (I-805) form the southern and western borders of the installation, respectively. I-15, State Route 163, and Kearny Villa Road bisect the Station into east and west. I-15 and Miramar Road are the main access roads to the Station. Several nearby communities continue to grow in the vicinity of MCAS Miramar including the City of Poway, City of Santee, Mira Mesa, Scripps Ranch, Clairemont, Kearny Mesa, and others (Figure 2.1b).

The western portion of MCAS Miramar is located on a marine terrace, or mesa, on the coastal plain that rises gradually from the Pacific Ocean. Western Miramar is relatively flat with deeply incised canyons. East Miramar is made up of coastal foothills and canyons with moderate to steep slopes. Elevations range from 240 feet in the west to 1,178 feet in eastern areas of the Station. Major vegetation types on MCAS Miramar include chaparral, coastal sage scrub, grassland, and riparian vegetation.

### 2.2 Overview

The Marine Corps is assigned the unique defense mission among the nation's armed services of being able to field, on virtually immediate notice, a self-sufficient air and ground combat force trained to fight as an integrated team under a single command. To prepare for this mission, the Marine Corps must maintain training facilities that offer diversity and flexibility to train its units, so they are prepared for the challenges they may face in combat. MCAS Miramar is an important facility for satisfying these training, deployment, and personnel support requirements.

MCAS Miramar encompasses 23,015 acres and is generally bisected by Kearny Villa Road. The area west of Kearny Villa Road (the Main Station and South/West Miramar) supports the military need for commercial, administrative, operational, and residential facilities. The area east of Kearny Villa Road (East Miramar) is primarily undeveloped, is used for military training and operational exercises, warehousing, and supports the military need for encroachment and access control. Land use controls for lands underlying flight paths prevent certain types of land uses that would be incompatible because of noise levels and safety considerations associated with aircraft operations. In addition, undeveloped lands of East Miramar are used for land navigation training, troop maneuvers, bivouacking/over-night camping, aircraft/personnel support exercises, tactical vehicle driver training, and weapons instruction training. The south, central part of East Miramar (south of the aircraft approach corridor) is being planned for construction of military family housing.

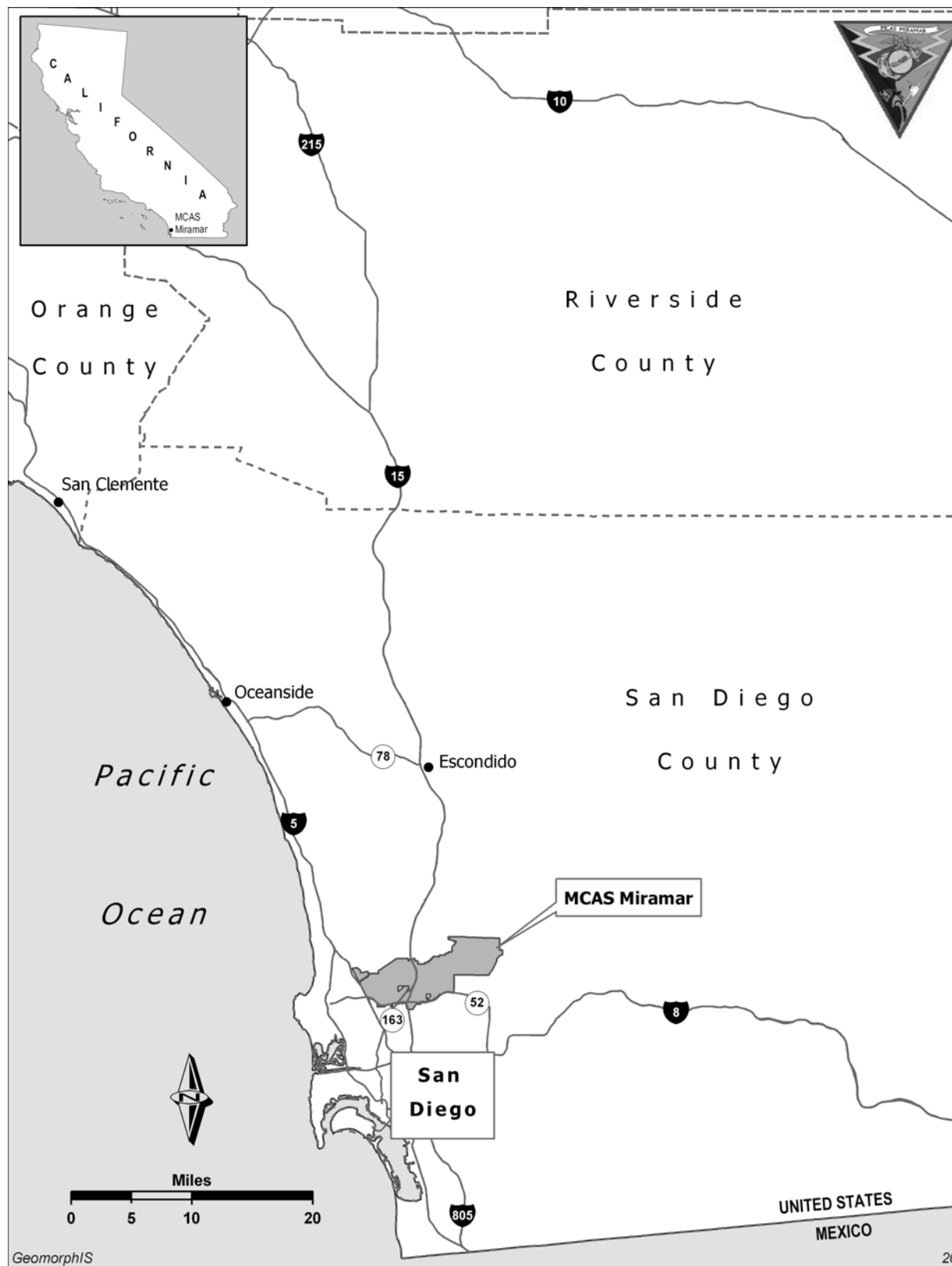
Military land uses at MCAS Miramar include operational (*e.g.*, aircraft operations) and non-operational (*e.g.*, community support) uses and functions. Land uses not directly related to or supportive of the military mission also take place within MCAS Miramar. These non-military uses primarily include outleasings and easements for public highways, roadways, utilities, and landfills, encompassing about 2,900 acres.

Developed areas within MCAS Miramar cover about 4,141 acres and include aircraft operation and maintenance facilities, administrative and residential buildings, storage and supply facilities, research facilities,

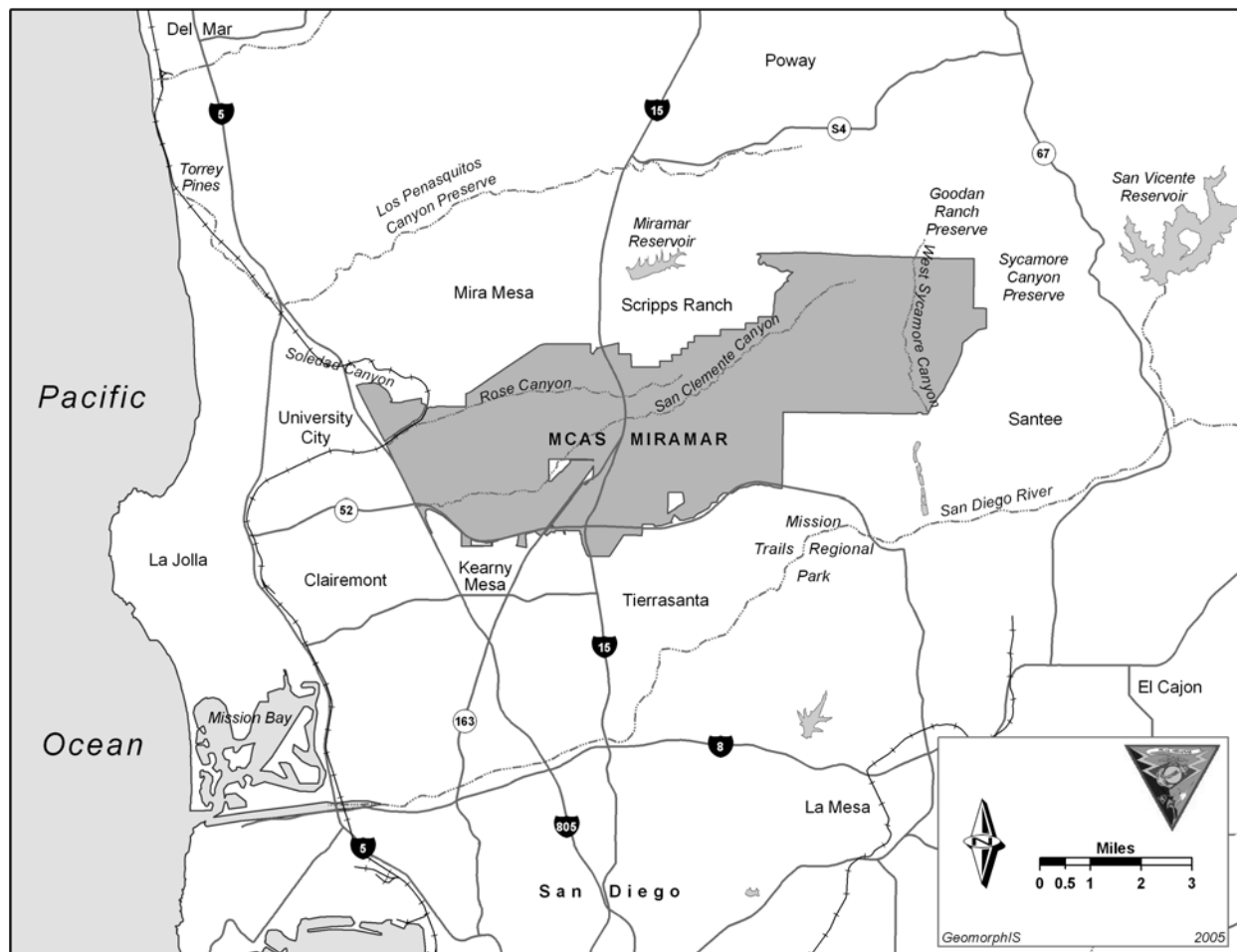
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<sup>1</sup> Acreage within this INRMP may not be completely consistent with each other, primarily due to changing acreages due to land transfers, different geospatial data system (GIS) software, or the time of data collection. This total acreage for MCAS Miramar is considered official, as of February 24, 2003.

**Figure 2.1a. Regional Location of MCAS Miramar**



**Figure 2.1b. MCAS Miramar and Surrounding Areas**



recreation areas, and civilian outleases. Facilities at MCAS Miramar include 350 buildings with more than 4,200,000 square feet of building area and other structures and facilities, such as runways, utilities, roadways, and fuel storage.

Most major construction described in the 2000 INRMP (MCAS Miramar INRMP 2000) was to support the transfer of the Station from NAS Miramar to MCAS Miramar. All of these projects have been completed. The Station Master Plan (Naval Facilities Engineering Command, Southwest, in preparation) defines land use strategies for MCAS Miramar (*e.g.*, development areas, training areas).

Five training areas have been designated within the boundaries of the Station (Figure 2.2). During the BRAC process, the Marine Corps indicated that it intended to use training areas consistent with guidelines and procedures established by NAS Miramar (NAS Miramar Instruction 7050.2D). The Marine Corps developed MCAS Miramar Station Order P3500.2, which includes specific instructions for use of these training areas. However, as new mission requirements are identified, ground training areas may be modified.

Undeveloped land makes up the remainder of the area within MCAS Miramar. Most of these lands remain undeveloped to support the military need for encroachment and access control by segregating land uses that may be incompatible because of noise levels and safety considerations associated with military activities.

Undeveloped lands within MCAS Miramar form one of the largest parcels of contiguous natural area in the rapidly developing San Diego area.

## 2.3 Land Use History

The MCAS Miramar Integrated Cultural Resources Management Plan (MCAS Miramar Integrated Cultural Resources Management Plan 2004) (Appendix A) has a detailed description of the history of the land comprising MCAS Miramar. Native Americans were the first recorded users of the area in the vicinity of MCAS Miramar. The area was likely used as an inland hunting and collecting area for coastal tidepool gatherers.

The area then became part of a Spanish land grant owned by Don Santiago Arguello and was grazed. He divided and sold portions of the land grant after the Civil War. During the mid- to late 1800s, the land was grazed and used for non-irrigated agriculture. In the late 1800s and early 1900s, the farming community of Linda Vista was situated in an area east of what is now I-15.



*Camp Kearny*

*Natural Resources Division*

During World War I, an Army infantry training center called Camp Kearny was established on the location of present day MCAS Miramar. In 1917 the Army leased about 8,000 acres for Camp Kearny and soon added an adjacent 5,000 acres for training and maneuvering activities. Approximately 5,000 men and 20,000 horses and mules were housed at Camp Kearny. An estimated 1,262 buildings were constructed over a five-year period, most of which were demolished when Camp Kearny was closed in 1922. By the time the war ended, the strategic importance of aviation for the military and the Miramar area as an aircraft launching site was secured. Between the two World Wars, the property was operated briefly as a dirigible base, and was known as Army Infantry Training Center Camp Kearny.

At the start of World War II, the Station was expanded and reorganized into two activities. The southern half became an auxiliary field for NAS North Island, and the northern portion became Marine Corps Air Depot. In 1941 the Air Depot expanded to more than 29,000 acres and was called Camp Elliott. The Camp was located east of I-15 and included all of present-day East Miramar. In 1943 the Station was commissioned MCAS Kearny Mesa.

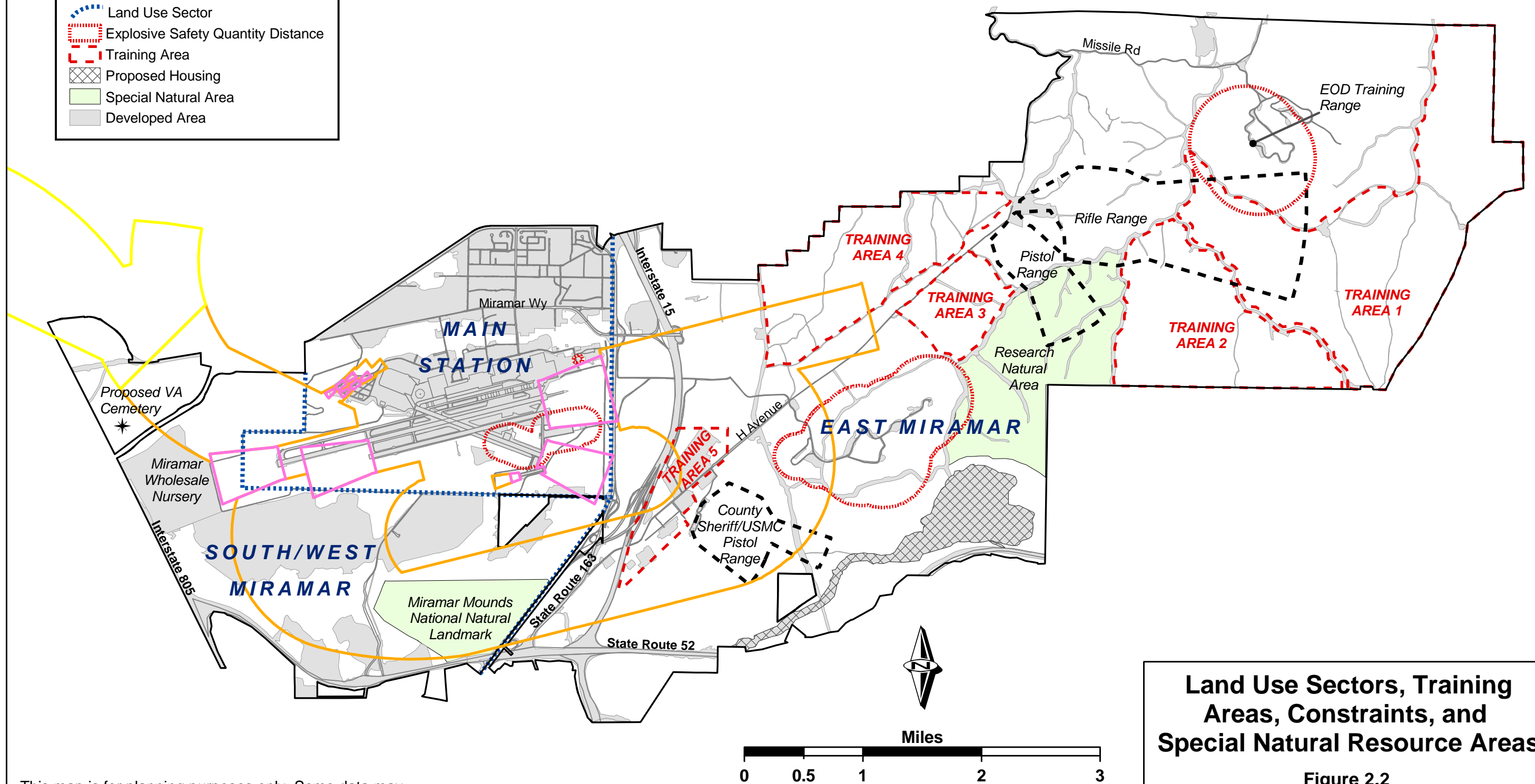
In 1946 the Station was designated MCAS Miramar, until the Marine air units were moved to El Toro in 1947. The Station was designated NAS Miramar on 1 April 1952, when it became the Master Jet Station for the Pacific Fleet.

The easternmost portion of present-day MCAS Miramar, referred to in the past as the Sycamore Canyon Annex; was transferred to the U.S. Air Force in 1960 and later to the National Aeronautics and Space Administration for missile testing. In 1977 the remaining portion of Camp Elliott and the National Aeronautics and Space Administration testing site were transferred back to NAS Miramar.

NAS Miramar remained relatively unchanged until 1993, when MCAS El Toro and MCAS Tustin were selected for closure as a result of the Defense Base Closure and Realignment Act of 1990 (Public Law 101-



- Accident Potential Zone I
- Accident Potential Zone II
- Clear Zone
- Pistol and Rifle Range SDZ
- Land Use Sector
- Explosive Safety Quantity Distance
- Training Area
- Proposed Housing
- Special Natural Area
- Developed Area



**Land Use Sectors, Training Areas, Constraints, and Special Natural Resource Areas**

**Figure 2.2**

GeomorphIS 2006

This map is for planning purposes only. Some data may be incomplete, inaccurately positioned, and/or generalized.

510) that was accepted by Congress in September 1993 and September 1995. As a result of this selection, Marine Corps units were realigned to NAS Miramar; NAS Miramar officially became MCAS Miramar on 1 October 1997.

## **2.4 Military Operational Requirements**

All Marines must annually satisfy mandatory training requirements designed to ensure that all personnel are prepared for immediate deployment and combat operations. These training operations can be classified as Marine Corps Common Combat Skills Training, vehicle operations, Marine Wing Service Support, and Air Operations Training. This training consists of open area classes, fieldwork (including land navigation and static displays), weapons qualifications, and overnight bivouac activities. Of the approximately 23,015 acres that comprise MCAS Miramar, approximately 4,698 acres in five specified training areas, have been designated specifically for ground training operations. These training areas are utilized for field training operations by ground and aviation units of the Marine Corps and other active duty and reserve components of the DoD and other federal, state and local law enforcement agencies. Although other undeveloped areas within East Miramar are not presently identified for current ground training, they serve as part of the Marine Corps inventory for potential future use as training ranges. Additionally, other developed sites on the Station may also be used to support operational training requirements. Impacts associated with training activities may result from foot traffic, tracked and wheeled motor vehicle operations, combat engineering support operations, temporary encampments, and fixed and rotary wing aviation operations that are conducted during day and night.



*CH-53 Helicopter*

Types, frequency, intensity, and duration of training activities vary by location and training requirements. Each of the five dedicated training areas experiences a level of activity and frequency of use that is based on specific training requirements that may require unique physical attributes and/or Station assets in that area. This results in some areas of the Station experiencing most, if not all of the various activities listed above, while others may experience little or no activity. All Station training activities affect natural resources to some degree, but in many cases, these effects are temporary, of a short duration, and have a low to minimal impact.

### **2.4.1 Marine Corps Common Combat Skills Training**

Basic Marine Corps Common Combat Skills Training is required of every Marine, regardless of his/her military occupational specialty. Battle skills training primarily consists of ground combat training conducted to teach or refresh field skills that include infantry; small arms weapons qualifications; Nuclear, Biological, and Chemical Defense Training; and individual and unit training operations. These activities may vary from small groups (2 -13 Marines) to several hundred Marines participating in patrol and land navigation exercises or in organized marches on established roads. Training may occur within any one or a combination of training areas across the Station. Field training also includes training in offensive and defensive maneuvers, patrolling, land navigation, communications, and other associated field activities for engineering support operations. Most training operations last from several hours up to a full day or more, with some activities being scheduled for up to five days with bivouacking/overnight camping. Most activities are conducted either on foot or by vehicle, being limited by established range scheduling, training scenario, scheme of exercise maneuver, slope of terrain, and vegetative cover. The following activities are representative of the scope of ongoing Marine Corps Common Combat Skills Training at MCAS Miramar.



- Nuclear, Biological, and Chemical defense training in the practical application of decontamination and/or neutralizing agents on personnel, unit field equipment, the use of the M-40 gas mask with exposure to a CS (tear gas) in a confined gas chamber training facility, protective suits to protect individuals from biological or chemical agents, and first aid measures for individuals exposed to such agents. This training also addresses first aid treatments in a field environment and field sanitation for eating utensils, individual water purification, personnel hygiene, and human waste removal/disposal.



personnel in basic conditioning and survival skills, which includes physical fitness, swim qualification, and motor vehicle drivers improvement.

- Land navigation training instruction in the use of standard issue 1:50,000 maps and compass and plotting and practical application in the movement from location to location utilizing maps, compass, and terrain association.
- Instruction in the setup and use of mobile field communications equipment that include radios, telecommunications satellite up and down links, computer equipment, and power generation equipment in a field environment.
- Individual training consisting of instruction and testing of individual

#### **2.4.2 Firing Ranges**

All Marines require marksmanship training on established ranges for the firing and handling of the M16A2/A4 or M4 service rifle on a known distance course of fire 25, 200, 300, and 500 yards. Many Marines require training for firing and handling the M9 service pistol on a known distance course of fire 7, 15, and 25 yards. The Navy had established a marksmanship range on the former Camp Elliott. This range did not have a long enough surface danger zone to accommodate the M16A2 rifle.

A state-of-the-art, electronically scored rifle range has been constructed in the north-central portion of East Miramar on the site of the former Green Farms Electric Gun Research and Development Facility. This range uses a Location of Miss and Hit (LOMAH) system for scoring. A 25-firing point, pistol range has been added to this complex to replace the pistol range at the former Camp Elliott.

An Explosives Ordnance Demolition range is located in the east-central portion of East Miramar. This range was constructed on a portion of the former Sycamore Canyon Atlas Missile Facility. This demolition range is used to train Explosives Ordnance Demolition personnel and is also used for emergency destruction of hazardous explosive items, including items found on the Station and in the local community.

In addition to Sheriff personnel, the San Diego County Sheriff's Department small arms range within Training Area 5 is used by the Provost Marshal's Office and Special Operations personnel. The San Diego Shotgun Sports range south of the runways is not used for military training (see Section 2.5.1, *Current and Proposed Non-military Use of MCAS Miramar*).

#### **2.4.3 Vehicle Operations**

Typically, selected Marines are trained in the operation of numerous types of vehicles that can include High Mobility Multipurpose Wheeled Vehicles, 5-ton six-wheel drive trucks, Light Armored Vehicles, tanks, and

commercial all terrain vehicles. Vehicle operations include the movement on primary and secondary roads by both individual and convoys of wheeled and tracked vehicles within designated training areas, as well as on established roadways. Typically, motor vehicle training operations consist of vehicle handling, patrolling, screening maneuvers, counter-mechanized ambush, offensive and defensive combat maneuvers, land navigation, and transport of personnel and equipment to and from training areas.

In accordance with Station Range and Training regulations, wheeled and tracked vehicle traffic is permitted in virtually all training areas and access roads based on vehicle capabilities and the slope of the terrain in the training area. Primary vehicle training operations are conducted on established roads and jeep trails in designated operations areas during day or night hours and occur as the training scenario dictates. Station regulations require that all personnel use secondary roads within the training areas to the maximum extent practicable and limit vehicle speed to a maximum of 25 miles per hour on improved roads and 15 miles per hour on unimproved roads and jeep trails.

#### **2.4.4 Marine Wing Support Squadron Operations**

Marine Wing Support Squadron training operations are developed and conducted to provide training support for medical services, messing, laundry, command posts, supply, transportation, communications, forward air traffic control, and forward air defense systems. These operations also include engineering support for heavy equipment operations, waste water disposal, bivouac sites, field showers, simulated decontamination operations and potable water production, and battle skills training. Marine Wing Support Squadron units provide transport support for material, units, material-handling equipment, and personnel with wheeled transport vehicles. They also facilitate receipt, storage, and further shipment of material and personnel. Engineering support includes reconnaissance, construction of temporary camps, forward field bases to refuel and rearm vehicles and aircraft (including laying down temporary matting, connecting fuel bladders, and utilizing power generation equipment), and removal of landing obstacles.

Typically, combat engineers employ bulldozers, graders, backhoes, 5-ton six wheel drive trucks, High Mobility Multipurpose Wheeled Vehicles, bulk refueling equipment, reverse osmosis water purification units, and all -terrain forklifts of varying tonnage to move supplies and equipment within training areas. This equipment can also include road graders, forklifts, loaders, bulldozers, small cranes, and light and heavy trucks. Typically, engineering operations involves training 12-20 Marines in the use of a variety of heavy equipment used for earth moving and logistics operations. Engineering training operations are also conducted station-wide in support of road and drainage system maintenance, minor projects (*e.g.*, Fish Pond restoration), and range grading and maintenance operations.

Marine Wing Support Squadron training is usually restricted to relatively flat areas lacking significant vegetation. Most, if not all of these training sites have been highly disturbed during previous training operations, and no new sites are created due to a lack of time, equipment, and financial resources. There is a need for a dedicated engineer training site that could be heavily disturbed. One site being considered is reuse of the former Camp Elliott known-distance rifle range.

#### **2.4.5 Aviation Operations**

Aviation operations, fixed and rotary wing, occur year-round and consist of training exercises involving landings, takeoff, and the transport of personnel or material. This training is either flight operations of fixed-wing or rotary-wing aircraft or aircraft rescue/fire fighting training operations.

All fixed-wing aircraft confine take off and landing operations to runways at the Station. Rotary-wing flight operations are conducted over all training areas of Miramar. Takeoffs and landings are conducted from established landing zones, confined area landing sites, and any other location not specifically prohibited to



aircraft. Local rotary wing flight operations are typically conducted 100 to 200 feet above ground level, depending on the training scenario and the numbers of aircraft. Training in rotary-wing aircraft also includes the following:

- External load practice, which is the application of lifting, by a helicopter, a load of materials or equipment slung under a helicopter. This also includes slinging a water bucket unit utilized for fire fighting.
- Mountainous and/or confined area landings, which includes instruction and training in use of a helicopter landing zone in a mountainous area or one with limited clearance obstacles in close proximity to the landing zone.
- Flight operations using light intensifying equipment (night vision) while flying a helicopter in night or low-light situations.

Typically aircraft rescue/firefighting training operations include:

- removing aircrew members from a downed or crashed aircraft,
- extinguishing fires associated with aircraft at an airfield or in remote locations,
- the use of rescue equipment,
- use and operation of firefighting and rescue vehicles, and
- emergency first aid for injured aircrew members.



*CH 53 lifting HMMWV*

These training operations are generally conducted in close proximity to the existing runways. Aircraft rescue/fire fighting training uses a burn pit to simulate burning aircraft and/or fuel.

MCAS Miramar is being considered as a site for stationing the MV-22 Osprey. The environmental impact statement for this project is being developed to include stationing options.

## **2.5 MCAS Miramar Military Land Use**

### **2.5.1 Operational Military Uses of MCAS Miramar**

MCAS Miramar can be divided into three general geographic and functional sectors: (1) Main Station, (2) South/West Miramar, and (3) East Miramar (Figure 2.2). Marine Corps land use needs and requirements within each of these areas are described in this section.

#### **Main Station**

The Main Station is largely developed and contains facilities that support primary military functions of MCAS Miramar. Military land uses include the airfield and aircraft operation areas and maintenance, supply, community support, recreation, and residential facilities.

Implementation of the BRAC action required expansion and reconfiguration of runways and aircraft aprons, expansion and construction of hangars, and various administrative, maintenance, storage, and housing facilities at the Main Station. All of this has been completed.

Other facilities located at the Main Station include a facility for Aircraft Rescue Fire Fighting training, Direct Support Stock Control, the Defense Reutilization Marketing Office, and a heavy lift pad. The Direct Support Stock Control and Defense Reutilization Marketing Office are primarily supply, storage, and staging facilities. The heavy lift pad is located just south of Runway 6R/24L and is used for helicopter aircrew training for lifting external cargo loads.

### **South/West Miramar**

South/West Miramar includes the area west of Kearny Villa Road and south and west of the Main Station. There are several non-military and non-operational developments in the area, but currently there are few operational uses. Constraints to land use in this area include the airfield clear zone, accident potential zones, noise zones, horizontal planes and transitional surfaces, areas of electromagnetic interference, and large concentrations of vernal pool habitat.

### **East Miramar**

East Miramar is located east of Kearny Villa Road (Figure 2.2). Primary military land uses in this area include field training, ordnance storage and assembly, small arms ranges, and warehousing. Land use constraints in this area include accident potential zones, noise zones, small arms surface danger zones, areas of electromagnetic interference, Explosive Ordnance Disposal Training Range, and Explosive Safety Quantity Distance arcs that surround ordnance magazines.

The Navy established five training areas in East Miramar totaling about 5,000 acres: Training Area 1 (2,132 acres), Training Area 2 (1,021 acres), Training Area 3 (304 acres), Training Area 4 (928 acres), and Training Area 5 (298 acres). Encompassed within or adjacent to Training Area 5 are an inactive rifle range, the San Diego County Sheriff's Department small arms range and range operation center, and the military small arms range.



*Corbis Digital Stock*

Other facilities include firing ranges and explosive ordnance training facilities, a Mountainous Area Landing site (Training Area 3); a Confined Area Landing site (Training Area 1); and a Nuclear, Biological, and Chemical training site (Training Area 5).

### **2.5.2 Non-operational Military Uses of MCAS Miramar**

Non-operational military uses are land uses that indirectly support primary military functions of MCAS Miramar. Non-operational uses include housing, community support, and recreation. Most are within the Main Station, although some non-operational uses occur or are proposed in more remote locations of the Station. Non-operational military land uses associated with the Marine Corps Community Service Department facilities include an equestrian facility, a horse trail, a recreational fishing pond, and a golf course. A recreational vehicle campground and storage lot are planned in the future.

The Department of the Navy plans to develop military family housing in an area in south-central East Miramar north of State Route 52. There is a military family housing shortfall in the region, and this shortfall has been estimated to further increase. The availability of affordable housing to military personnel and their families is important to their quality of life, and retention of personnel is important to the mission of local Navy and Marine Corps commands. This project will provide up to 1,600 suitable, affordable housing units

for junior enlisted military personnel and their families in proximity to San Diego area military installations to which personnel are assigned. An environmental impact statement was finalized with a Record of Decision on August 12, 2004. Adverse effects to threatened and endangered species have been largely avoided; effects to the endangered Del mar manzanita on the eastern edge and San Diego fairy shrimp in some dirt road puddles from the housing development will be mitigated. The loss of regionally rare plant community types and wetlands will be compensated for by restoration and/or preservation off-site.

The Miramar Wholesale Nursery is an agricultural outlease on the western edge of MCAS Miramar at the Governor Drive off-ramp to I-805. MCAS Miramar may pursue the re-issuance of the native seed collection outlease. Due to the unique type and nature of agricultural outleases, they are considered in this document as non-operational military land uses. Outlease contracts may not exceed 10 years, and all proceeds beyond lease management costs may only be expended for natural resource management, including implementation of planned actions in this INRMP.

## **2.6 MCAS Miramar Non-military Land Use**

This section describes existing, planned or proposed civilian or other agency land use developments that have been identified within or immediately adjacent to MCAS Miramar (Figure 2.6).

Non-military land use of MCAS Miramar occurs primarily as a result of private inholdings, lease agreements, and easements. Non-military use of the Station is subject to constraints of military activities supporting the overriding military mission and environmental considerations. Primary constraints include areas managed for resource conservation and areas affected by accident potential zones, areas of high noise exposure levels, surface danger zones, and Explosive Safety Quantity Distance arcs. Due to the relatively small or linear nature of leases and easements on MCAS Miramar, natural resource management is executed on all Station property based on the resources present with minimal, or no, modification due to associated boundaries. Station personnel work in coordination with applicable tenants, as necessary, to assure natural resource management access and encourage their efforts toward furthering the goals of this plan.

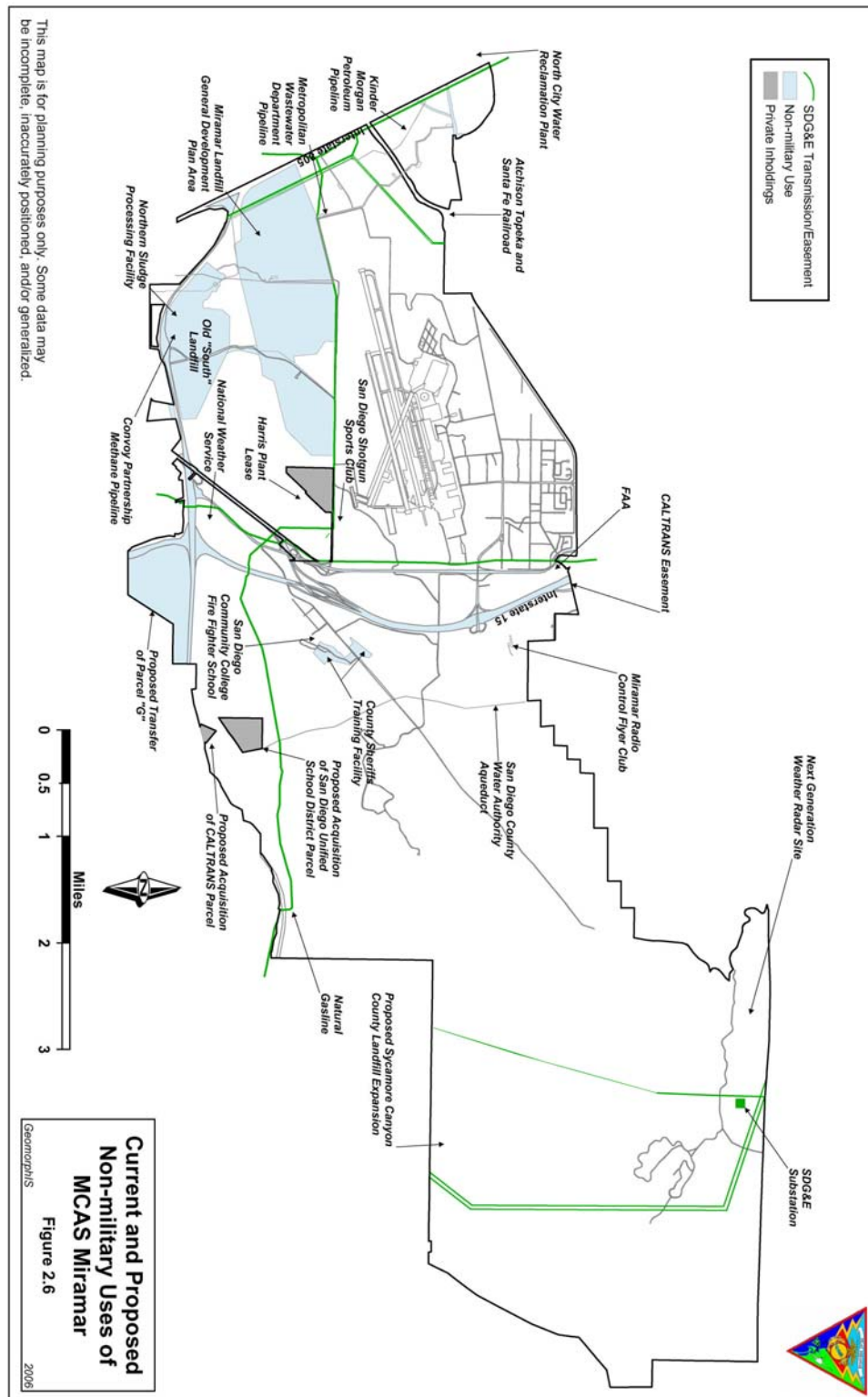
As surrounding areas have become more urbanized, there has been increasing demand from the public to access MCAS Miramar for recreational purposes. Select locations of the Station are accessible to the public; however, military constraints limit the amount of land available for recreation. Public access for recreation also must be limited due to 1) military operational and security needs; 2) safety hazards such as explosive safety distances, firing range surface danger zones, and aircraft operation compatible use/clear zones; 3) staffing limitations; and 4) resources conservation needs. Recreational access to undeveloped areas is limited to a few activities that have been approved by the Committee for Land and Airspace Management Policy and/or the Commanding Officer (*e.g.*, equestrian trails). Occasional natural resource-related field tours are also conducted on MCAS Miramar. Non-military land uses not related to recreation or natural resources are described below.

### **San Diego Gas & Electric (SDG&E) Facilities and Maintenance Activities**

Numerous SDG&E facilities are located on MCAS Miramar (Figure 2.6). These include:

- a substation in the northern portion of East Miramar;
- 14 electricity transmission lines, 4 gas transmission lines, and a communications line;
- multiple overhead 12 kV electric distribution lines, located primarily west of I-15; and
- multiple gas distribution lines, located primarily west of I-15.

**Figure 2.6. Current and Proposed Non-military Uses of MCAS Miramar**



Construction activities associated with SDG&E facilities include new overhead electric transmission, distribution, and communications lines within existing easements and/or licenses (access provided by existing or new roads) and new underground electric distribution, natural gas transmission, natural gas distribution, and/or communications line in existing easements and/or licenses (access provided by existing or new roads).

Regular access, reconstruction, repair, replacement, maintenance, and emergency maintenance activities associated with SDG&E facilities include maintenance of electric distribution, electric transmission, and gas transmission corridors. These facilities consist of power and other poles and or above-ground facilities associated

with underground pipelines located in the easement and/or license. These facilities and access routes must be regularly cleaned and maintained and in emergencies repaired. This may require some brush clearing and grading.

There are instances when SDG&E may perform activities requiring excavation that could affect sensitive habitat. SDG&E performs these activities in conformance with guidelines and procedures of the company's Habitat Conservation Plan and Subregional Natural Community Conservation Plan. When this occurs, disturbed areas are re-vegetated, but in some cases there is permanent loss of habitat, which are mitigated off-Station, in accordance with these plans and coordination with the Station and, as applicable, the CDFG and USFWS.

## **Main Station**

### ***San Diego Shotgun Sports Club***

The San Diego Shotgun Sports Club is located south of the runways and adjacent to a private inholding belonging to the Sim J. Harris Company. This facility is privately operated but is available for public use, and there are special considerations for use by military personnel.

## **South/West Miramar**

The area south of the Main Station and west of I-15 contains land receiving the majority of non-military use on MCAS Miramar.

### ***City Landfills***

The City of San Diego has been operating sanitary landfills on MCAS Miramar property since 1952. These non-hazardous, Title 14 landfills were developed in four phases. South Landfill was started in 1952 and completed in 1979. North Landfill was started under separate permit in 1979 and completed in 1985. North Landfill is now being managed and monitored as an inactive landfill. West Landfill began under an extension of the state permit for North Landfill and is broken into Phase I, which was completed in 1993, and Phase II, which began in 1993 and is expected to continue through 2017. Although the inactive landfill surfaces may provide some wildlife habitat value, they are considered developed facilities as long as monitoring and maintenance requirements remain in effect. Monitoring is required by state law for a minimum of 30 years after closure. A license to extract aggregate (sand and gravel) from West Landfill was issued in 1992 after an extensive environmental assessment was completed in compliance with NEPA.

The Miramar Landfill General Development Plan calls for incorporation of several landfill-related projects into the existing landfill area. Phase II of this plan was a programmatic environmental impact statement completed in 1996. The principal project is the Northern Sludge Processing Facility and associated pipeline, which will process sludge from the North City Water Reclamation Project and Point Loma Sewage Treatment Facility. Other projects related to the existing landfill include a (1) cogeneration facility, which generates heat and electricity from sewer gas and landfill gas; (2) household hazardous waste recycling facility; (3) greens

recycling facility, which generates mulch; (4) materials recycling facility, which will handle those parts of the waste stream that are recyclable; and (5) a revegetation nursery.

### ***Hanson Aggregates, Harris Plant***

A 76-acre private inholding, located south of the Main Station, is within the boundaries of MCAS Miramar. The property is owned by the Sim J. Harris Company as an aggregate (sand and gravel) mine. Extraction activities at the site have ceased, and the company now imports aggregate for the production of asphalt products. Adjacent to this property, the company obtained mineral extraction leases to two separate parcels on MCAS Miramar. The presence of vernal pool habitat required cancellation of the lease to one of the parcels (Parcel A). Within the second parcel (Parcel B), all available aggregate has been mined, and the company has been using remaining pits as water reservoirs.

### ***Reclaimed Water Program Facilities and Pipeline***

The City of San Diego recently upgraded its sewage treatment program and is recycling water in a secondary treatment system as part of the Reclaimed Water Program. The Metropolitan Wastewater Department has completed the North City Water Reclamation Facility, adjacent to the western border of MCAS Miramar which, in conjunction with the Northern Sludge Processing Facility, is generating usable (not potable) water from sewage. The Northern Sludge Processing Facility is in the southwest portion of MCAS Miramar. The Water Utilities Department is distributing the reclaimed water.

One main distribution line runs east along Miramar Road, past the golf course and housing, and then north along Black Mountain Road. The environmental impact statement completed for the facilities and pipelines required revegetation of the pipeline easement, which is ongoing, as outlined in their revegetation plan.

### ***Veterans Administration Cemetery***

Two parcels aboard MCAS Miramar are under consideration for a Veterans Administration Cemetery. The preferred alternative is a parcel in the northwestern portion of West Miramar. The other alternative is on a parcel bounded by I-15, Kearny Villa Road, and SR-52. An Environmental Impact Statement is being prepared for this project.

### ***East Miramar***

Located within East Miramar are the San Diego County Sheriff's Department small arms range, the San Diego Community College Fire Academy, National Weather Service facilities, SDG&E substation and transmission lines, a San Diego County Water Authority aqueduct, and the Research Natural Area.

### ***San Diego County Sheriff's Department Small Arms Range***

The San Diego County Sheriff's Department small arms range is a 92-acre facility within Training Area 5 in old Camp Elliott. County, state, federal, and local law enforcement agencies and military personnel use this site to conduct role-play scenarios and live-fire training exercises, as well as practice rescue training techniques. The facility is composed of a dog training facility, an urban disaster training facility, an obstacle course, firearms ranges, a mock town (known as Duffy's Town), and administrative buildings. The tactical training site known as Duffy's Town provides a location for realistic training scenarios, including routine patrol procedures, tactical entry into buildings, and live-fire exercises.

### ***San Diego Community College Fire Academy***

The San Diego Community College Fire Academy facility encompasses about four acres of land in the old Camp Elliot area. The facility is used for training students from the Community College in urban fire fighting and urban disaster rescue techniques. The main facility is located south of the San Diego County Sheriff's Department small arms range; a second facility is located to the southwest of the main facility.

### ***National Weather Service Station***



The National Weather Service has a weather station in the northern portion of East Miramar. The site includes facilities that support the Next Generation Weather Radar, which analyzes storm clouds and assists in predicting tornadoes and violent thunderstorms.

### ***San Diego County Water Authority Aqueduct***

The San Diego County Water Authority (SDCWA) possesses a 78-acre easement that is about 130 feet wide running north and south through East Miramar referred to as the “Second Aqueduct”. This easement contains one 97-inch, one 84-inch, and one 69-inch diameter water transmission pipelines and associated surface structures (air vents at high points and blow-offs at low points) along the pipeline that require frequent inspection and periodic maintenance. Most of the easement is overlain by Aqueduct Road, which serves as access to SDCWA facilities, as well as a fuelbreak/fire road (NS-4) for the Station.

Construction activities associated with SDCWA facilities include new installation and repair/replacement of buried pipelines, conduits, and surface structures within the existing easement. This may involve internal pipeline relining or replacement of pipe sections that require excavation of the pipeline and may require some brush clearing and re-grading.

Regular maintenance activities include weekly patrol and inspection of facilities and access roads and periodic pipeline draining for internal inspections. Access road maintenance to retain existing road with includes repairs and improvements to culverts, road grading, and placement of gravel. Periodic pipeline draining and internal inspections involve discharging water from the pipeline from blow-offs into natural drainages that prevent erosion and downstream sedimentation.

There are some instances where construction and maintenance activities could affect federally listed threatened and endangered species. A Section 7, Endangered Species Act, Biological Opinion (1-6-93-F-28), which was issued to the Navy on July 19, 1993 during easement document modification, contemplated potential impacts to the threatened California gnatcatcher from aqueduct installation and operation. The SDCWA is currently processing a Section 10, Endangered Species Act, Habitat Conservation Plan through the USFWS to cover effects of its activities on threatened and endangered species throughout San Diego County, including those on MCAS Miramar.

### ***Special Natural Areas***

Special natural areas within the boundaries of MCAS Miramar include Miramar Mounds National Natural Landmark and the Research Natural Area (RNA).

The Miramar Mounds National Natural Landmark is located on the southern boundary of MCAS Miramar, directly south of the Main Station (Figure 2.2). It was designated by NAS Miramar as a natural landmark overlay with the National Park Service in 1972 but remains Station property. The landmark contains approximately 400 acres of vernal pool habitat basin and associated mima mound topography. The Station also focuses many of its vernal pool habitat restoration and mitigation needs in this area. Conservation of this area also maintains compatible land use with aircraft accident potential zones and preventing encroachment of incompatible land uses.

The 978.3-acre RNA contains undisturbed Diegan coastal sage scrub, chamise chaparral, coast live oak woodland, and native grasslands (NAS Miramar 1987). The RNA was designated in 1987 to assist in conserving these relatively undisturbed vegetation types to provide educational opportunities and research areas for scientists to study the ecology, successional trends, and other aspects of the natural environment.

Management of the RNA is similar among various federal agencies designating RNAs with the objective of protecting the educational and scientific values. The underlying emphasis in RNA management involves

controlling disruptive use, encroachment, and development. Activities such as logging, grazing, and burning are generally prohibited, and many low-impact uses are also discouraged. Managing agencies do not encourage public or recreational use.

Although there were no listed threatened or endangered species in the RNA at the time of its designation, two very small populations of the endangered Del Mar manzanita were found in the area planned for removal from the RNA for construction of military family housing. Adverse effects to this species will be mitigated as a part of the military family housing project. These two small populations represent the only locations of this plant within the RNA, but they comprise a very small proportion of the known population on Station. This species is much more abundant in more actively used portions of East Miramar. No other threatened or endangered species occur within the RNA.

The RNA designation was viewed as a buffer zone against encroaching development on the Station's southern boundary. Presently, the original RNA area supports few regionally rare natural resources. Very little ecological research has been conducted in the RNA because vegetation types present on site are relatively common within the region.

The Marine Corps evaluates land use designations based on operational and other mission requirements. The RNA cannot be considered a permanent preserve due to the DoD's requirement to maintain flexibility to adapt the defense mission to political and technological developments. Portions of installations may be set aside for conservation of significant natural resources; however, such areas shall be reassessed based on the evolving military needs of the installation (DoD Instruction 4715.3 paragraph F.1.i.[4]). The August 12, 2004 Record of Decision for Military Family Housing in the San Diego Region re-designated approximately 99 acres from RNA to for development as military family housing.

## **2.7 Adjacent Land Use**

Land use in the vicinity of MCAS Miramar is primarily open space, industrial, commercial, office, and residential. Industrial, commercial, and office land surround West Miramar. San Diego County has jurisdiction over unincorporated lands northeast of East Miramar. Also abutting MCAS Miramar are areas within the Multiple Habitat Planning Area, as designated by the Multiple Species Conservation Program (Figure 5.3). The Multiple Habitat Planning Area is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. The Multiple Habitat Planning Area includes the majority of undeveloped public lands (excluding military lands) in the MSCP study area.

Communities in the vicinity of MCAS Miramar include Scripps Ranch, Mira Mesa, University City, Clairemont, Kearny Mesa, Tierrasanta, and the City of Santee (Figure 2.1b). Scripps Ranch is along the northern boundary of the station east of I-15. Land uses in the western portion of the Scripps Ranch community are primarily industrial, commercial, educational, and residential, while land use in the eastern portion is primarily residential. Mira Mesa is directly north of Main Station; land uses are primarily industrial and residential, with some areas of undeveloped land. University City is due west of MCAS Miramar. Land use in University City is diverse, with the University of California San Diego, commercial, industrial, and medical centers making up the majority of the northern portion of the city and residential, recreation, and open space areas located in the southern part of the community.

Clairemont is to the southwest of MCAS Miramar; predominant land uses include residential, industrial, commercial, and areas of undeveloped land. Kearny Mesa is south of MCAS Miramar; primary land uses include industrial and commercial development. Tierrasanta is a residential community south of MCAS Miramar. The City of Santee is to the southeast; predominant land use is residential, although some large sections remain undeveloped adjacent to the Station.

Other specific land uses adjacent to MCAS Miramar include the Sycamore Canyon Preserve, Mission Trails Regional Park, Santee Lakes Regional Park, Marian Bear Memorial Park, Alliant International University, Goodan Ranch, and the Sycamore Canyon Landfill.

**Goodan Ranch** abuts MCAS Miramar to the northeast. Goodan Ranch is a 321-acre regional park owned jointly by the State of California, San Diego County, and cities of Poway and Santee.

**Sycamore Canyon Open Space Preserve** lies immediately east of Goodan Ranch. Formerly a large ranch, this 1,820 acre preserve primarily consists of undeveloped recreational facilities and open space.

**Mission Trails Regional Park** is operated and maintained by the City of San Diego and with about 5,800 acres, is one of the largest urban parks in the country. The park attempts to be a major information resource of Native American and natural history in the region, preserve habitats of plants and animals native to San Diego, and provide appropriate recreational opportunities.

**Santee Lakes Regional Park** is owned and operated by the Padre Dam Municipal Water District. The approximately 200-acre site was designed as part of an innovative water reclamation system used for irrigation and recreational purposes. This park contains a campground and recreational fishing ponds.

**Marian Bear Memorial Park** lies to the west of the Air Station. It is a 467-acre natural park owned by the City of San Diego, which is managed and maintained to preserve the wildlife and habitat native to San Clemente Canyon.

**Alliant International University** is located north of the Station, adjacent to and southwest of Scripps Ranch. The University is located on about 160 acres and has about 1,700 students.

The **Sycamore Canyon Landfill**, privately operated, is located immediately south of East Miramar.

**Fanita Ranch**, a 2,589-acre property east of MCAS Miramar has been proposed for a mixed-use development, primarily residential units. There will be an extensive on-site biological preserve associated with the Fanita Ranch Project. This preserve will be directly adjacent to MCAS Miramar; the Fanita Ranch Project has specific features designated to maintain connectivity between the preserve and open spaces on MCAS Miramar.

The Fiscal Year 2006 National Defense Authorization Act authorized the Department of the Navy to convey to the County of San Diego approximately 230 acres along the eastern edge of MCAS Miramar, to allow the historic Stowe Trail to be reopened for use as passive park/recreation connecting Goodan Ranch, Sycamore Canyon County Open Space Preserve to Mission Trails Regional Park. Appropriate NEPA documentation will be prepared to analyze such a conveyance.

Parcels of land located immediately adjacent to MCAS Miramar with undetermined futures include parcels owned by CalTrans and the San Diego Unified School District. CalTrans owns a 12.6-acre parcel of land north of State Route 52 and east of I-15. The north, west, and east sides of the parcel are directly adjacent to MCAS Miramar. The southern portion of the parcel connects to State Route 52. Ultimate use of this parcel has not been determined. The San Diego Unified School District owns a 58.5-acre parcel of undeveloped land surrounded on all four sides by MCAS Miramar. This parcel is north of State Route 52 and east of I-15.